

END STAGGER DETAIL

APPROACH SLAB TRANSVERSE JOINT APPROACH WITH HMA ROADWAY WITH PCC ROADWAY SKEW, x PAVEMENT PAVEMENT PARALLEL TO PARALLEL TO BB OR EB x < 20° BB OR EB PARALLEL_TO_B9-5 STAGGER AT LANE LINES 24' TO 36' APART, SEE 20° < x < 45' BB OR EB "END STAGGER DETAIL" STAGGER AT EACH PARALLEL TO B9-5 \times > 45° LANE LINE, SEE "END STAGGER DETAIL BB OR EB

EXISTING BB OR EB-

JOINT SEAL (B6-21)

#5 __ @ 6 PARALLEL

TO LANE LINES, SEE NOTE 1

Dist COUNTY

May 31, 2018

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-MATCH Exist BRIDGE DECK GRADE

-#5 BOTH WAYS

#5 1'-6" @ 6 SEE NOTE 1

POLYSTYRENE

- PAVING NOTCH EXTENSION.

#5 Tot 2

SEE NOTE 5

ABUTMENT TIE DETAIL'

SEE "DIAPHRAGM

× 6" EXPANDED

-#5 NORMAL TO

#10 PARALLEL

TO LANE LINES

LANE LINES

PARALLEL TO BB OR EB

PLANS APPROVAL DATE

REGO

ROUTE

POST MILES SHEET TOTAL TOTAL PROJECT No. SHEETS

C.J. Sims

C46471

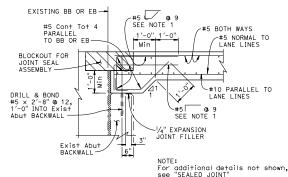
Exp. 6-30-19 CIVIL

PAY LIMITS FOR STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R) EXISTING BB OR EB-30'-0" MATCH Exist BRIDGE DECK GRADE -PARALLEL TO BB OR EB TRANSVERSE JOINT, SEE B9-5 JOINT SEAL B6-21 NOTE 3 X-4 LIMITS OF REMOVAL - #10 a 6 #5 / @ 6 PARALLEL #5 @ 6 NORMAL TO PARALLEL LANE LINES TO LANE LINES TO LANE LINES, 17 - ¼" EXPANSION SEE NOTE 1 JOINT FILLER DRILL & BOND #5 x 2'-3" @ 12, 1'-0" INTO Exist Abut BACKWALL Exist Abut

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JOINT SEAL ASSEMBLY

SECTION A-A

NOTES:

- 1. For MR < 2", adjust reinforcement to clear sawcut for sealed joint, For MR > 2", reinforcement must be normal to BB or EB and spaced to avoid joint seal assembly anchorage.
- 2. Space reinforcement and abutment ties to avoid existing prestressing anchorages and other reinforcement in abutment, as needed
- Transverse Joint must be a minimum of 5'-0" from an existing or constructed weakened plane joint in approach PCC roadway povement. Refer to Standard Plans P10 and P14.
- 4. At the Contractor's option, approach slab transverse reinforcement may be placed parallel to BB or EB. Spacing of transverse reinforcement is measured along & roadway.
- Paving notch extension is required if existing diaphragm paving notch is < 6".
- 6. For details not shown, refer to Standard Plan B9-5.

For additional details not shown, see "EXISTING SEAT ABUTMENT" EXISTING DIAPHRAGM ABUTMENT

LEGEND:

DRILL & BOND

SEE NOTE 2

#5 @ 18 1'-0" INTO Exist DIAPHRAGM,

— - - — Indicates Existing Structure

* - All approach slab reinforcement shall be epoxy coated and top mat cover $2\frac{1}{2}$ " clear in Freeze-Thaw Area.

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

STRUCTURE APPROACH **TYPE R (30)**

NO SCALE

BACKWALL SEALED JOINT **EXISTING SEAT ABUTMENT** Exist BB OR EB → SEAL BOTH ENDS OF PVC CONDUIT DRILL & BOND 1'-0"
INTO Exist DIAPHRAGM, ¾" ø Gal∨ ROD @ 24 WITH NUT AND THREADED END. ROD ENCASED IN 1" Ø x 2'-4" PVC CONDUIT SEE NOTE 2 8" CLEAR, OTHER 2" % L DEPTHS MUST BE AUTHORIZED BY

EXPANDED POLYSTYRENE AROUND ANCHOR ASSEMBLY, Typ P 1/4 × 21/4 × 21/4 WITH 1"Ø HOLE BUILDING PAPER LIMIT OF EXCAVATION FOR CONSTRUCTING PAVING NOTCH EXTENSION 1/4" EXPANSION JOINT FILLER DIAPHRAGM ABUTMENT TIE DETAIL

B9-2